

ALTERNATIVE C

The map on Page 51 depicts the design focus of Alternative C. The different nodal points represent portals to the city across the LBJ Corridor. These points relate to the various municipalities outside the edge of the corridor, and would be able to demonstrate characteristics of the adjacent municipalities as a unique image, while relating to the overall design of the highway.

Luna Road The westernmost portal of the project, Luna Road serves as both a gateway to the improved LBJ Corridor and a connection point for western Farmers Branch and Carrollton. The north side of the highway houses corporate campuses surrounded by as yet developed land. The south side of the highway is developing into lodging accommodations that could eventually evolve into a resort-like complex, taking advantage of the nearby L. B. Houston golf course and the Rawhide Creek waterway. Development of a trailhead area for running, biking, and canoeing at this area could be an asset to such a complex.

Midway Road Midway Road is a main artery to Addison across the highway from Dallas. The east portion of Farmers Branch also benefits from this connection. The environment on the north side of the highway is a mixture of commercial, institutional, and residential entities. Included in this area is Brookhaven Country Club and golf course, Brookhaven College, Addison's restaurant row, and extensive residential neighborhoods. The south side of the highway consists of commercial property adjacent to the highway and south to Forest Lane, with a concentration of residential neighborhoods beyond Forest Lane.

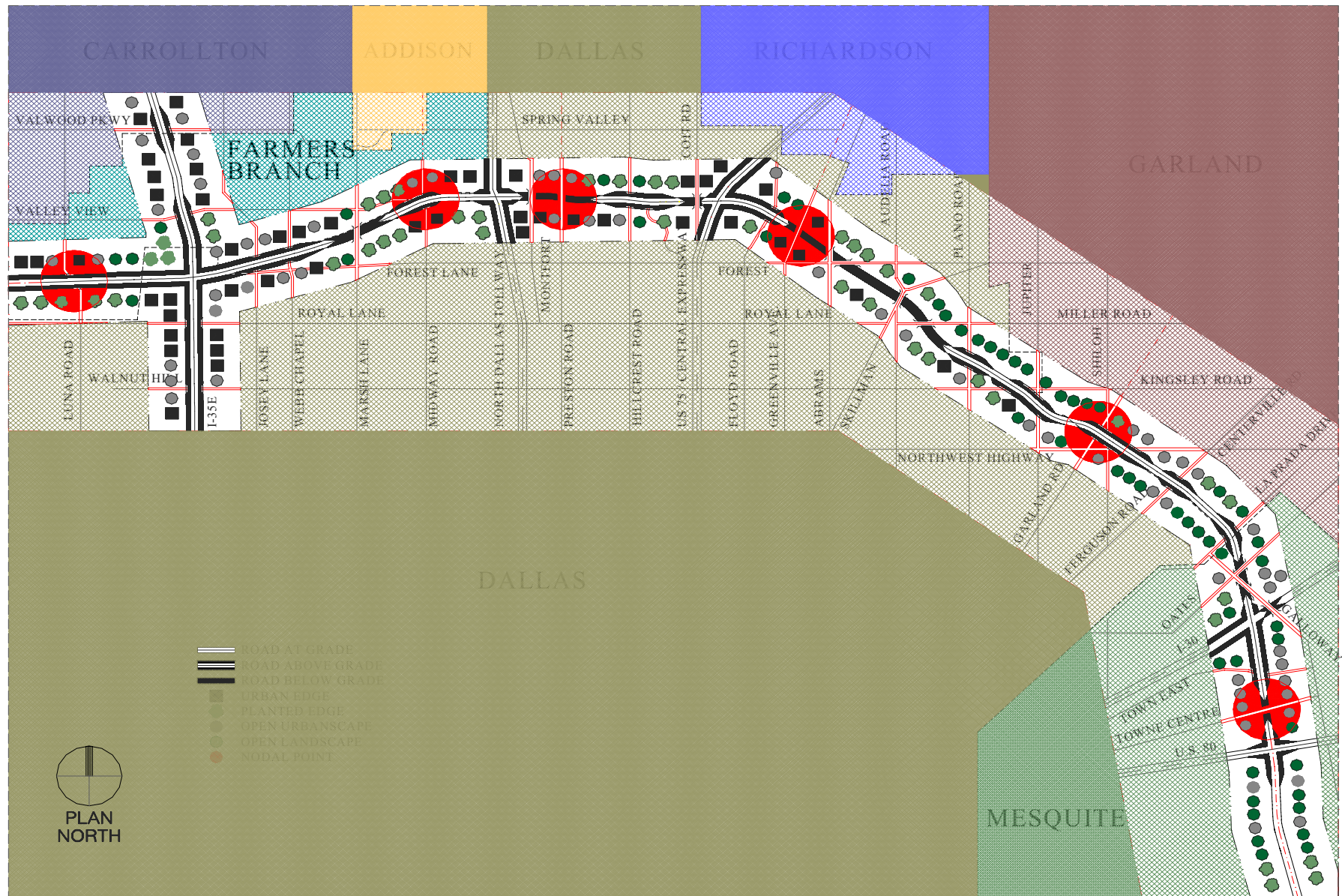
Preston Road While the area north of the highway at Preston Road is still Dallas, this is a heavily travelled connection to the Galleria, Valley View Mall, The Northwood Club and golf course, and commercial points beyond. At Preston Road, the highway is below the frontage road grade and the commercial property on both sides of the highway is within easy sightlines from the frontage road. Consequently, the separation of the environment from the north side to the south side of the highway is less pronounced than at other locations. Therefore, the design of a portal

at Preston Road would consist of the treatment of the bridge over the highway instead of the treatment of the highway walls, as is the case at Luna Road and Midway Road. Constructed elements on the bridge can then serve to indicate Preston Road as a main portal across the highway while indicating to motorists an important urban location.

Greenville Avenue Greenville Avenue serves as a key portal to Richardson, and includes the T. I. campus, Restland Memorial Park, and Richland College. While at Greenville Avenue the highway is below the grade of the frontage road, as it is at Preston Road, it is distinctly different in its urban character. Therefore, in response to the context, the design of the node at Greenville Avenue should emphasize these different contextual characteristics through the use of specific streetscape and landscape elements.

Garland Road The width of the crossing at Garland Road is expanded by the adjacent train crossing under the same bridge. As a portal from Garland, this node can be emphasized because of this width. With the highway passing overhead, the walls of the highway become the expression at this point. The commercial property near Garland Road is less dense and the combination of Samuel Garland Park and the overpass of Garland Road creates view corridors that are wider than those to the west. While this is a desirable condition, some vertical expression of either landscape or hardscape would provide a needed reference point for the highway motorist.

Towne Centre The intersection at Towne Centre is a key point for Mesquite to connect the Town East Mall with the restaurant row across the highway. Like the Luna Road crossing, Towne Centre acts as a gateway to the LBJ Corridor project, with the one significant difference that the highway crosses below the frontage road. This allows the commercial environments on each side of the highway to be visually connected. It also allows the design of the bridge to be highly visible from the highway.



DESIGN FOCUS - ALTERNATIVE C

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Design Focus

The central concept of this scheme is the physical presence of the wall. The focus is on the highway as a beltway that circumvents the urban core of the city, forming a boundary that includes and excludes the city's various parts. As with the historic walled city whose gateways provided the access between inside and outside, so the connections across the modern highway serve as gateways and help unify the inner and outer areas.

Built Elements: Retaining Walls

In Alternative C, strong vertical accents (See A, Page 53) lend presence to the retaining walls. The constant, equal spacing of these accent lines creates a rhythm for the driver, like the beat of music. The varying heights provide the melody, making for a wall that is structured and logical as well as spontaneous and interesting.

Built Elements: Noise Abatement Walls

The noise abatement walls in this scheme are simple. Lacking the vertical accents, they are perceived by the motorist as a smooth background to the textured retaining walls.

Built Elements: Bridges and Overpasses

The pilasters (See A, Page 53) along the highway wall continue vertically into the rail above the retaining walls, providing locations for signage and lighting standards. Columns (See B, Page 53) placed in the median of the highway are treated with vertical detail at the ends of the bridge, and bending to wrap the rail above. The design of the bridge rails (See C, Page 53) allows for the passage of light, and views to and from the bridge.

Built Elements: Special Conditions

Cut-and-cover frontage road columns located in the median are similar to the pilasters on the retaining walls. The side of the column under the frontage road is the same as the columns under the bridge, with minimal detailing. The cantilever supports are similar to the pilasters, and wrap around the rail to provide support to light standards and sign poles.

Lighting / Graphics

For the frontage road, signs and lights are placed at retaining-wall pilasters, and for the highway they are placed in the median. The sign poles and light standards are designed to emphasize the verticality of this scheme.

Streetscape Elements: Hardscape

Bollards and planters that are simple in shape provide subtle contrast to the vertical lines of the walls and light poles. The resulting composition of simple lines and simple shapes helps to reduce visual clutter while emphasizing the strength of the walls.

Streetscape Elements: Landscape

Visually, the verticality of the retaining wall lends itself to bending and creating terraces for landscaping. Median planting and trees above the wall accentuate the rhythms of the roadway. On the frontage road, vines planted beside the retaining walls can climb the vertical ridges. The result is an interesting contrast between the organization of the wall and the organization of nature.